

# **FARMINGTON CITY COUNCIL MEETING**

Wednesday, October 22, 2003

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## **HERITAGE PARK RIBBON CUTTING CEREMONY**

The Mayor, members of the City Council and Planning Commission, City Staff, and citizens attended the Ribbon Cutting Ceremony at the new Heritage Park located at 1591 North 1075 West beginning at 6:00 P.M. The Mayor, former mayor State Senator Greg Bell, and historian Glen Leonard gave remarks during the ceremony. The ceremony ended at about 6:45 p.m.

## **SPECIAL CITY COUNCIL AND PLANNING COMMISSION MEETING /CITY PUBLIC WORKS BUILDING**

***PRESENT:*** Mayor David M. Connors, Council Members David Hale, Bob Hasenyager, Larry W. Haugen, Susan T. Holmes, Edward J. Johnson, Planning Commissioners Bart Hill Cindy Roybal, Jim Talbot, Sid Young, City Manager Max Forbush, City Planner David Petersen, City Finance Director Keith Johnson, and Deputy Recorder Jeane Chipman were present. Planning Commission Chairman Kent Forsgren, and Planning Commissioners Cory Ritz and Jordan White were excused.

## **INTRODUCTION/ MAYOR CONNORS (Agenda Item #1)**

**Mayor Connors** introduced the topic for the evening's discussion. He mentioned it was appropriate that the meeting be held in the Public Works Building because that had been the site of the first meeting of the Economic Committee. The work had been a huge undertaking, but as had been remarked by State Senator Bell in the previous meeting, it was important to dream big. The Mayor also stated it was vital to the benefit of Farmington that City Officials take advantage of the reconstruction of the transportation corridors through the City. It afforded an opportunity to look at the future economic needs and land use planning for the City. It was a tribute to the committee members who love the City and are devoted to the prosperity and well-being of the citizens of the community that committee members were so dedicated and devoted the time and effort needed to see the project through to its conclusion. The process was not an easy or quick one. Work of the committee was not completed but was progressing forward. Fruits of the labor would be evident in the near future.

Mayor Connors introduced Tom Wooten of the Ross Consulting Group. The City Council had felt a need to retain a professional consulting firm in order to gain the information and expertise needed to make such important, long term, and far-reaching economic decisions for the City. It was the intent of the City Officials to take the information provided by the Ross Consulting Group and provide it to the Economic Study Committee for their review and input. After all comments had been received and considered it would be time to formalize economic plans for the future and present it to the general public for broader public hearings. Input from all sections of the community was an

important part of the process, and members of the City Council took community comments very seriously.

**Tom Wooten** (Ross Consulting Group) discussed the results of his company's economic study for Farmington in detail, including the following points:

Farmington Market Feasibility Analysis, specifically of Highway 89 and I-15 Corridor

It was the purpose of the Group to help discover the most viable uses for the property in question and to identify timing and potential commercial users. The Group was confident that the two areas in question held a potentially very strong commercial use. It would depend on what kind of commercial use and what kind of control the City could maintain on development. Both residential and non-residential uses had been considered. The 89 corridor is more community-oriented, and could be successful serving the smaller community needs of Farmington, Fruit Heights, and Kaysville. The property on the west side of I-15 had the potential of a greater regional importance up and down I-15 because of its tremendous vehicular and commuter rail use, access, and prime visibility.

Strength of the Area

The Farmington community is characterized by a strong community spirit with a large volunteer base, park and trail systems in place and planned for future development, a historical preservation conscientiousness, accessibility, convergence of 3 major highways, high education and income levels, and professional and executive work force.

The I-15 traffic count per day is 130,000 cars. U.S. 89 experiences 40,000 vehicles per day. The area has Lagoon as a destination for the entire state. It is the 5<sup>th</sup> highest draw in the state.

Area Opportunities

There is a lack of quality retail in the area. There is also a lack of quality office park space. Over 54 percent of the Davis County population commutes outside of the County, most going to Salt Lake City. That indicates that there is a potential to draw those people back into the County.

Farmington Commercial Center (west of I-15) Strength

The traffic corridor going directly through the Commercial Center gives high visibility and high accessibility to the Center. There will also be a commuter rail stop at that point. It has the potential of becoming a valuable regional retail and employment location. There exists a strong residential demand for services.

### Farmington Commercial Center Constraints

The Commercial Center has soil conditions that are not ideal. It also has a high water table and a great amount of wetland restrictions which could reduce development land by 50 percent.

### Highway 89 Strengths

The highway is a regional transportation link to both I-15 and the future Legacy highway. Traffic count on the road is 40,000 cars per day. The area surrounding Highway 89 is mature and well established.

### Highway 89 Constraints

Existing development along the 89 corridor limits the ability for a larger project. Existing commercial development is spread along the corridor, lessening the impact of retail concentration. Retail businesses need the concentration to create the perception of activity.

### Office Market

Mr. Wooten discussed the conditions and trends of the office market. The office market depends on job growth and rooftops. There are inherent problems with the office market for the Farmington area, including build-out time and the need to be in the forefront of growth. The Farmington Commercial Center is not in that forefront.

### Office Market Observations

There is a limited land area for new residential development in the Farmington area. In order to fill a significantly large office market for Farmington there would have to be a displacement of existing jobs rather than job creation. The jobless recovery in the economy will slow absorption of existing office vacancy. Rental would have to be kept low. Office users would have to see location as a draw. Also, they would need to see ownership as an advantage over rental.

### Retail Market Conditions and Trends

Mr. Wooten recommended the Commercial Center look at becoming a power center and/or a regional outlet center. He stated the 89 corridor would likely be successful with a lifestyle center including medium format retailers. A discussion of power centers and outlet centers ensued. Mr. Wooten showed examples of different kinds of commercial centers throughout the U.S.

Multi-family Uses

There is a need in Farmington for entry-level and mid-level type housing. The location is good for multi-family residential housing. This type of housing is also a good buffer between single family homes and commercial uses. Mr. Wooten referred to data tables presented in the report document.

Potential for Auto Sales

Mr. Wooten was asked directly what the possibility would be for auto sales in Farmington. He said that initially indications were that auto sales could work for Farmington. However, the auto sales market was undergoing tremendous changes, and the big lot approach may not be the way of the future. Also, the sentiment of City officials and representatives of the community was negative about the impact that could result from auto sales businesses in the area, therefore, he recommended against its consideration.

**REVIEW OF POSSIBLE CHANGES TO THE LAST U.S. 89/I-15 CORRIDOR DRAFT FUTURE LAND USE MAP/DAVID PETERSEN (Agenda Item #3)**

**Mr. Petersen** reviewed draft land use maps which had been colored to represent different possible uses. The economic study committee had initially colored the map with what they felt would be good for Farmington. Since the results of the Ross Consulting Group had been presented to Staff, they had gone over the map and recolored it to reflect input given by the consultant. The two maps were not that different. Mr. Petersen discussed specific areas of land use. Those present discussed areas for multi-family use, mass transit provisions, Lagoons preferences for land use near their property, the forthcoming Lagoon Master Plan, the impact of TDRs on open space corridors, and preservation of open space and trail use in areas needing buffer zones.

**DISCUSSION OF "NEXT STEPS"**

**Mr. Petersen** led a discussion of possible next steps to be taken now that the Ross study had been reviewed. Page 22 of the draft report outlined 8 possible steps needing to be resolved. He said the Planning Commission would need to review information and prepare to make recommendations regarding General Plan amendments as indicated by the economic study committee. He would like to have that happen before the beginning of 2004.

**Mayor Connors** asked participants to submit their input to Staff or members of the City Council within the next few days.

**FOOTHILL TRAIL ISSUE IN SOUTHEAST FARMINGTON**

**David Petersen** reported to the City Council that there had been negotiations with the Moyer family regarding the re-routed Weber Basin access road south of the Moyer property. When the trail was excavated by the Moyers' contractor, it had been placed in the wrong area and was at a 29% grade. If the approved plan had been followed, it should have been not more than an 18% grade. The grade was inappropriate for hikers or bikers. The Moyers would like to occupy their home in November but would not be able to until the road/trail issue can be resolved.

After meeting with Max Forbush and David Petersen, the Moyers suggested they have three contractors bid on correcting the trail problem and that the Moyers give the amount of the lowest bid to the City to have the correction made. During the meeting with the Moyers, staff reviewed the CRS regrading plan across the Moyer, Nebeker and Bridenstine lots on the east edge of Hughes Estates. All agreed that plan was preferred but had to have the approval of Mr. Nebeker and Mr. Bridenstine. The Moyers said they would give the money to the City, then the City could divide between either plan. Should the City select the CRS plan, the Moyers would provide an easement through their property for the road.

Mr. Petersen and Mr. Forbush discussed possible options for trail placement east of the Moyers should the CRS Plan not be followed. It may be possible to construct a trail through the back properties of abutting property owners going north. If that could be accomplished, the trail would be no steeper than 18 percent. The trail connection on the Moyer property would have to be reconfigured to match with the proposed 18 percent route. The Moyer option is to reconstruct the road 3/4 of the way through their property to a possible connection point. Then if the connection to the other properties were approved, it could go forward. If not, the foot trail could be taken east from the connection point to a location where the land leveled off and was good for pedestrian travel.

Additionally, Mr. Forbush reminded the Council of the County's plan to reroute the "fire break" road along the south side of Davis Creek Canyon for better access for emergency vehicles in case of a hillside fire. A time limit had been discussed with the Moyers wherein the City would have to make the road improvements so that the property owners could plan to finish their backyard landscaping in a timely manner. The Moyers wanted the limit to be 1 ½ years. The City Council by consensus felt that the initial 1 ½ year time limit was too restrictive. They felt 3 years would be fair and adequate.

### **Motion**

**Susan Holmes** moved that the City Council authorize the Mayor to sign an agreement to be developed by staff with the Moyers wherein the Moyers would provide the corrected access road/trail a trail easement along an alignment acceptable to the City through their backyard; the Moyers would provide a cash settlement for reconstructing the realigned road according to the lowest bid submitted by three separate contractors, that the road/trail be regraded to provide a slope no greater than 18 percent through the Moyers' backyard to a connection point acceptable to the City which could be extended either as a road/trail north through properties of Nebeker and Bridenstine (the CRS plan) or to a foot trail going east to reconnect to the Weber Basin road

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located west and adjacent to the FAPID reservoir. The trail improvements would be completed within three years. **Larry Haugen** seconded the motion, which passed by unanimous vote.

**ADJOURNMENT**

The meeting adjourned at 9:35 P.M.

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Margy Lomax, City Recorder  
Farmington City